

VIRGINIA DEPARTMENT OF TRANSPORTATION

TRAFFIC ENGINEERING DIVISION

MEMORANDUM

GENERAL SUBJECT: Traffic Safety		NUMBER: TE-263
SPECIFIC SUBJECT: Impact Attenuators		DATE: October 23, 1995
		SUPERSEDES:
DIRECTED TO: District Administrators	SIGNATURE: <i>J. L. Butner</i>	

To improve channelization of traffic around impact attenuators, the Department has decided to accomplish the following:

Sand Barrels - Reboundable yellow sheeting conforming to Section 247.02(c) of the Specifications shall be installed on the top sections of the first barrel and then on the front barrels at the beginning of the multi-row barrels. The front barrel shall have sheeting that is 24" in height and a width that will allow the sheeting to wrap around one half of the barrel. The other barrels at the beginning of the multi-row barrels shall have sheeting that is 24" in height and a width that will allow the sheeting to wrap around one quarter of the barrel. We have attached a drawing of two typical barrel configurations depicting the installation of the sheeting.

GREAT System - The 12" x 30" signs shall be changed to 24" x 30" signs on the nose of the impact attenuators where traffic is to be directed either to the left or right of the impact attenuators.

Hex-Foam System - The 12" x 30" signs shall be changed to 24" x 30" signs on the nose of the impact attenuators where traffic is to be directed either to the left or right of the impact attenuators. The complete outside unit shall be yellow in lieu of just the nose.

The above changes with the exception of the yellow color for the Hex-Foam System shall be accomplished within one year for existing installations after issuance of this memorandum or during normal maintenance replacement, whichever is earlier. New

installations will have these requirements including the complete yellow color for the Hex-Foam System included on the insertable sheets by the Special Design Section of Location and Design.

cc: Mr. David R. Gehr
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Mr. J. S. Hodge
Division Administrators
Resident Engineers
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